

Here's Haley Tower in Terre Haute, Indiana on December 30, 1985. Twelve years later, the tower is still going strong, but don't expect it to last forever. Photo by Doug Nipper



DANVILLE JUNCTION CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

P.O. Box 1013

DANVILLE IL 61834-1013

"THE DANVILLE FLYER"

FIRST CLASS MAIL

DANVILLE FLYER

A PUBLICATION OF THE DANVILLE JUNCTION CHAPTER, INC, NRHS

The *DANVILLE FLYER* is published monthly by the DANVILLE JUNCTION CHAPTER of the NATIONAL RAILWAY HISTORICAL SOCIETY for its members and other interested persons.

The DANVILLE JUNCTION CHAPTER, NRHS, is a not-for-profit corporation organized to preserve the history of railroading in Eastern Illinois and Western Indiana and operates a museum located in the former Chicago and Eastern Illinois Railroad depot on East Benton Street in Rossville, Illinois. The museum is open weekends from Memorial Day to Labor Day and features many railroad displays plus a large operating HO model railroad.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. Dues per year are \$12.00 for Chapter membership in addition to \$17.00 for NRHS membership. Meetings are held on the third (3rd) Thursday of each month (except July, August and December) at the Cooke Business Forms, N. Vermilion Street, next to the Central Illinois Bank, Danville, Il. beginning at 7:30 PM Central Time.

OFFICERS FOR 1997 - Our 29th Year

PRESIDENT: Larry Prosser	VICE PRESIDENT: Jesse E. Bennett
SECRETARY: William Darnier	TREASURER: Allen Cooke
NATIONAL DIRECTOR: R. M. Schroeder	PROGRAM CHAIRMAN: William Darnier
MUSEUM DIRECTOR: Robert Gallippi	HISTORIAN: Jesse Bennett
EDITOR: Richard M. Schroeder - Rickschro@aol.com	PUBLISHER: Allen Cooke
P.O. Box 1013	Cooke Business Forms, Inc.
Danville, IL. 61834-1013	John Cooke Sr., Honorary Member
MEMBER: Illinois State Historical Society - Illinois Association of Museums	

Visit our Chapter WWW Home Page On-Line - <http://www.prairienet.org/djc-nrhs/>

Volume 29

November 1997

Number 10

COMING EVENTS

November 20, 1997

Monthly meeting at Cooke's Business Products on N. Vermilion Street beginning at 7:30 PM

December 6, 1997

Indianapolis, Model Railroad and Toy Train Show, St. Joseph Church, 1375 S. Mickley Ave, - 10 to 3, \$2.

December 7, 1997

Annual Chapter Luncheon - Pizza Inn - Gilbert and Williams Street (Route 1) 1 PM to 5 PM. Chapter member Bob Lehnen of Indianapolis will present the program on the 1997 National Boy Scout's Jamboree. See this issue for more details.

December 5,7,12, 14

Elmhurst Model Railroad Club openhouse, 635 Elm Street.

March 28 & 29, 1997

Urbana Model Rail Show and Swap Meet, Lincoln Square Mall, Urbana, Illinois. Plan now.....

July 8-12, 1997

Syracuse, NY - NRHS National Convention - NYS&W steam, Adirondack Scenic Railroad, Finger Lakes Railway and more - Plan now.

Next Meeting

The next meeting will be November 20, 1997 at the offices of Cooke Business Products. We will meet there this month, the annual dinner will be the December meeting. We may be changing after the first of the year, we will let you know.

November is election of officers for 1998. The nominating committee will present the slate of officers for next year. New officers will assume responsibility at the annual dinner on December 7.

The program will be presented by Rick Schroeder. Rick will have slides from a trip to Mew Mexico and Colorado and a recent trip with member Randy Rippey to northern Illinois, Wisconsin and Randy's present home of Minneapolis.

Remember the annual dinner to be held at the Pizza Inn, next to Conrail on Gilbert



Street. This year member Bob Lehnen will present the program. Bob will have a "show and tell" program concerning his participation in the Boy Scout Jamboree in Virginia this past summer. Bob participated, along with other volunteers, is teaching the railroad merit badge along with presenting railroading and model railroading to the scouts.

Wheel Report

METRA will rename the North Western Station to the Richard B. Ogilvie Transportation Center to honor the former governor. A formal ceremony and plaque dedication was held on October 15. During his term as governor, Ogilvie pushed for the creation of the Regional Transportation Authority. He also served as a trustee for the Chicago, Milwaukee, St. Paul and Pacific Railroad.

Via Chicago Chapter - The Pioneer

Communities along the shores of Lake Erie west of Cleveland are objecting to Norfolk Southern's plan to add trains to the line that runs through their suburb. NS has indicated the number of trains may increase from about 14 per day to 38 once Conrail is absorbed into the "New NS". The Bay Village council has voted to fight plans by NS to increase traffic. They site safety problems and access across the tracks. Several years ago NS approached the communities to attempt to close some of the grade crossings, with no success. Some areas would be candidates for overhead structures but the suburb grows that option disappears.

C&EIHISTORICALSOCIETY PUBLICATIONS - Once again, member Bob McQuown has produced the fine publications of the C&EIHS. On the back of this issue of the *DANVILLE FLYER* you will find order blanks for the 1998 C&EI calendar and the 1997 book - *Locomotives II* of the C&EI Railroad. If you have been getting the calendar each year you know that is one of the finest produced. The center photo this year is a view of Shelbyville, Illinois - suitable for framing.

Continued on Page 10

Amtrak to initiate all-reserved service on Illinois and Missouri Intrastate trains

CHICAGO — Passengers riding Amtrak trains on the Chicago-St. Louis, St. Louis-Kansas City, Chicago- Carbondale, Ill., and Chicago-Quincy, Ill., routes will have guaranteed seating with the introduction of all-reserved service, effective Oct. 26, 1997. A reservation system will enable Amtrak to have an improved ability to guarantee seating and to add capacity as necessary.

The Amtrak *Ann Rutledge*, *Statehouse* and *Eagle* trains along the Chicago-St. Louis corridor, the *Ann Rutledge* and the *Missouri Mules* along the St. Louis-Kansas City corridor, and the *Illini* and *Illinois Zephyr* to and from Carbondale and Quincy have previously operated as mostly unreserved services, a less effective way to manage capacity and predict daily passenger usage. This change will lead to improved financial performance of the routes, which are supported in part by the Illinois and Missouri Departments of Transportation. Reserved service will also result in a reduction in standee conditions, enable more effective food service stocking and improve revenue management.

Passengers can make reservations and purchase tickets at staffed Amtrak stations, by calling 1-800- USA-RAIL, via the Amtrak web page at www.amtrak.com or through travel agents. Tickets will continue to be sold aboard trains when seating is available.

This change will also make ticketing policy consistent along all four of these corridors. Previously, all or part of each route has had a mixture of reserved and unreserved services. Amtrak successfully implemented all-reserved services more than two years ago on its Chicago to Detroit/Pontiac and Port Huron, Mich., routes. The lengths of the routes and the markets are similar to the Illinois and Missouri corridors.

Reserved service on these Illinois and Missouri trains will help to improve service quality and build a ridership base that has already seen significant growth over the past year. All four routes have posted Fiscal Year 1997 ridership gains versus Fiscal Year 1996 totals. While the Chicago-St. Louis corridor served by the *Ann Rutledge*, *Statehouse* and *Eagle* was up slightly, the St. Louis-Kansas City corridor served by the *Ann Rutledge* and the *St. Louis/Kansas City Mules* was up 19 percent. The Chicago-Carbondale *Illini* route was up 4.6 percent and the Chicago-Quincy *Illinois Zephyr* route was up 7.5 percent.

Amtrak News Release

UP to voluntary crew layoff periods

Union Pacific Railroad in partnership with the Federal Railroad Administration and rail labor unions, has voluntarily introduced a "guaranteed" time off program for 3,500 train and engine employees in Texas. The program will be expanded system-wide in December.

The guaranteed time off program is linked to improving quality of life for train crews.

It would grant any train and engine service employee who works on 14 consecutive calendar days without taking extra time off (i.e. layoff/extra rest) the absolute right to voluntarily layoff for up to 48 hours.

The program will begin in Texas. UP will soon provide a plan and schedule to spread the policy across its entire 36,000-mile rail network by mid-December. The policy and schedule will be subject to review by the Safety Assurance and Compliance Program's safety team, which is a partner-

ship among Union Pacific management, rail labor and the FRA to jointly identify and address root causes of safety problems.

Via UP News Update Line

Gilman, Illinois

September 4, 1996

The interlocking at Gilman, Illinois governed the crossing of the main Chicago-New Orleans line of the Illinois Central with the Toledo, Peoria & Western and the connection to IC's line that ran to Springfield, Illinois and St. Louis, Missouri. Located inside the depot building in the northwest quadrant of the crossing, the interlocking machine was a General Railway Signal Co. all-relay machine. This machine was installed in 1947 and allowed consolidating the agent and operator/leverman positions and the retirement of the Gilman Tower, which was located in the southwest quadrant of the IC/TP&W crossing. Though little information about it is available, it is believed that the original Gilman Tower housed an early GRS Model 2 electric frame. IC records indicate that the earlier facility was retired on October 21, 1947.

In 1953, a Union Switch & Signal CTC machine was installed alongside the GRS panel at Gilman; this machine controlled the bi-directional double-track IC main line from North Gilman to the beginning of triple-track 21 miles north at Otto, just south of Kankakee. The US&S centralized installation allowed IC to retire several towers along this 21-mile stretch. In what was one of the earlier uses of either-direction signaling on two main tracks, these towers had been situated at roughly five-mile intervals during the Twenties and controlled local crossovers as well as the signals entering the section between towers. Some of the oddities of this earlier signaling-controlled leaving signals at the interlockings-remained in place until the IC's single-tracking project of the early Nineties. After the Gilman-Otto CTC was transferred to the IC train dispatcher's office in 1991, the US&S CTC machine at

Gilman was retired.

The GRS machine at Gilman controlled the local interlocking, which consisted of the TP&W's crossings with the IC main line and Springfield line, as well as switches, derails, and crossovers forming the connection of the single-track IC Springfield line with the two-track IC main line. IC's west passing track extended north from the Springfield line connection toward the large coaling tower at North Gilman. An east passing track extended along the IC main line from south of the TP&W crossing and continued north to the coaling tower. The south end of the east pass was removed during the Eighties and, as IC's single-tracking project progressed during 1990 and 1991, the former northbound main was removed through Gilman, as were eventually the east and west pass connections to the main line at North Gilman.



Originally scheduled to be closed in 1994 after the remote-controlling of all the other IC towers in central Illinois had been completed, the Gilman office managed to soldier on for another two years before it too became dark and silent. The combination freight and passenger station in which the Gilman interlocking office resided is still in use by the railroad as headquarters for the track and signal supervisors, so the building's future is fairly secure. The GRS all-relay machine was preserved by a collector.

With the closing of Gilman, the chapter of manned IC interlockings (and small town towers) in central Illinois has come to an end. The only remaining manned IC interlocking station outside Chicago and New Orleans is in the depths of "B" Yard at Centralia, Illinois and controls the IC's crossing with the BNSF (ex-CB&Q) and NS (ex-Southern) there.

From The Home Signal, Summer 1997, by Jon Roma

(Editor: Interested in towers and their history, subscribe to *The Home Signal*, produced by Dick Stair and Jon Roma, \$8 for four issues. Contact Richard P. Stair, 315 W. Charles St., Champaign, IL 61820)

Petitions ask City aid for C&EI

Danville doesn't want to lose the C&EI shops.

That was the sentiment of the hundreds of signers of the petitions as result of the controversy over curtailment of service of early morning train on the C&EI Railroad.

Last week the city Commission adopted a resolution which was read in an Illinois commerce Commission hearing, asking the commission not to permit the railroad to curtail service but to distribute its trains on a better schedule.

Operating at a Loss

The local C&EI attorney, Don Baldwin, told the City Commission earlier this week that the railroad was operating the two trains in question as a tremendous loss and if prevented from discontinuing them might have to make up the loss by closing part of the local shops, which employ 450 men.

It was explained by City Commissioners that they had passed a resolution as result of a request by Representative Cowan of the Trainman's Brotherhood, who said discontinuance of the train would throw several men out of work and would further curtail the city's train service to Chicago, Cowan, also present, said he merely wanted action by the ICC delayed until the labor angle of the proposed cut could be fully investigated.

With explanation of the loss incurred and the necessity of stopping expenditures once place or another, the C&EI representatives presented a rescinding petition they ask the city to adopt. If the petition is granted and the city's action is made known to the ICC at the hearing Tuesday, this will probably result in an immediate decision in favor of the railroad and will not endanger employment at the shops according to Baldwin.

Danville Commercial News, July 31, 1938.

Surface Transportation Board Opens “UP/SP” Traffic in Houston to Tex Mex, Takes Other Steps to Mitigate Rail Service Problems in Western U.S.

Surface Transportation Board (Board) Chairman Linda J. Morgan and Vice Chairman Gus A. Owen announced today that the Board has issued an emergency service order that, among other things, permits the Texas Mexican Railway (Tex Mex) to handle traffic of the Union Pacific Railroad Company/Southern Pacific Transportation Company (UP/SP) in Houston as a means to help mitigate the rail service problems in the western United States. The Board's service order was issued as an outgrowth of the proceeding in STB Ex Parte No. 573, Rail Service in the Western United States (Service in the West), in which the Board held a 12-hour oral hearing on October 27, 1997, at which over 60 witnesses testified on the status of rail service in the western United States and on proposals for solving the service problems that exist.

In issuing the service order, the Board found that there is a transportation emergency that has had substantial adverse effects on shippers and on rail service in a broad region of the United States. It noted that the written and oral testimony outline in vivid detail the rail transportation problems in the West, principally involving -- although not limited to -- the services provided by UP/SP. Shippers from California to Oregon and the Midwest to the Texas Gulf testified about the difficulties they have had in moving, and sometimes even locating, their freight. Operators of rail passenger services testified about the difficulties they were facing in their efforts to achieve on-time performance in California and the Gulf region. Short line railroads testified about the difficulties they have had in moving their cars over UP/SP and in recovering empty cars already in the UP system. And state and local government agencies testified as to the commercial problems that have accompanied the service failures of the railroads serving the western part of the country.

Many shipper and railroad interests there-

fore suggested plans for immediate Board intervention. The suggestions ranged from short-term rerouting measures designed to relieve the pressure on particular lines or yards, to more expansive plans for replacing UP with other carriers to operate various services, to more long-term “open access”- type proposals that would fundamentally alter the way in which railroad service is currently provided. Three shipper groups -- The Society of the Plastics Industry, Inc., The National Industrial Transportation League, and the Chemical Manufacturers Association -- filed a petition explicitly seeking an emergency service order. Their petition was supported by the Burlington Northern and Santa Fe Railway Company (BNSF).

At the same time, many of the participants in the hearing -- some shippers, some railroads, the United Transportation Union, and the Federal Railroad Administration -- argued that the situation was improving, and that injecting new carriers into the mix in the West could reverse that improvement and could pose potential safety concerns. Certain of those interests urged the Board to devise contingency plans, but also to give UP/SP an additional period of time (30 to 60 days) to see if its service recovery plan in fact produced tangible results.

Although it acknowledged that, as a general rule, government cannot operate private businesses as well as private business can operate themselves, the Board determined that action was necessary in this case. However, recognizing that any remedy should not unreasonably impede UP/SP's own efforts to mitigate the crisis, the Board decided not to impose many of the more intrusive measures that were suggested, but instead to use Tex Mex to divert some traffic off of UP/SP and away from Houston. Additionally, given the concerns expressed by many of the participants in the hearing about BNSF's own service problems, the Board sought

to impose remedies that would not materially tax BNSF's resources. Finally, as the intent of the Service in the West proceeding was to explore short-term solutions to operational problems, the Board decided not to consider long-term, open access-type proposals at this time. Additionally, the Board imposed other requirements to address other specific service matters.

A summary of the measures the Board imposed follows:

1. Tex Mex to Serve Houston Through HBT and PTR. To relieve pressure on UP/SP, and to facilitate the movement out of Houston, Tex Mex was authorized to accept traffic routed to it by Houston shippers that are switched by the Houston Belt Terminal Railroad's (HBT) and the Port Terminal Railroad Association (PTR). UP/SP, was directed to suspend the service contract obligations of all shippers at Houston that wished to route traffic over the Tex Mex instead.
2. Tex Mex Trackage Rights. To mitigate congestion over UP/SP's “Sunset Route,” Tex Mex is authorized to utilize trackage rights over the Alcoa route south of Houston, between Placedo, TX, and Alcoa, TX (a distance of 118.8 miles). In this connection, the Board required BNSF to grant Tex Mex trackage rights over its portion of the Alcoa route.
3. The Caldwell to Flatonia Line. To facilitate rerouting of traffic around Houston, UP/SP was required to maintain in effect its temporary grant of trackage rights to BNSF via the Caldwell-Flatonia-Eagle Pass line, and to permit BNSF to interchange Laredo run-through traffic with Tex Mex at Flatonia if BNSF desires to do so.
4. Track Access. To help expedite operations, the Board required UP/SP to facilitate the existing operations of BNSF and Tex Mex in the Houston area, and to maintain open use of mainlines and sidings on the Houston-to-Memphis and Houston-to-Iowa Junction routes.

5. Augmented Reporting. To facilitate efforts to measure the progress of the recovery effort, the Board directed UP/SP to augment its current reporting by providing several categories of additional information, including information on movements of grain and coal, and terminal information for West Colton yard in the Los Angeles area.

6. Illinois Central. To better evaluate all potential solutions, the Board directed UP/SP to respond, by November 14, 1997, to the suggestions made to it by Illinois Central Railroad (IC) as to IC's suggested measures to assist UP/SP's service recovery.

7. Specific Shipper Complaints. The Board directed UP/SP to report, by November 14, 1997, on what it has done to address the specific service concerns raised by each of the participants in the October 27 hearing.

8. Anticipated Traffic Increases. To address potential new service issues, the Board directed UP/SP and BNSF to report, by November 14, 1997, on their respective plans for meeting increased holiday service demands and increased service demands associated with the imminent grain harvest.

9. Passenger Issues. To address issues concerning problems with transit times on passenger lines, operating over UP/SP, the Board directed UP/SP, Amtrak, and the Southern California Regional Rail Authority (SCRRA) to file a joint report on the progress made at their scheduled meeting, in which each shall indicate its view of whether, in light of the meeting, unresolved issues remain, and if so, what type of Board involvement, if any, each suggests.

10. BRGI. In response to a request to expedite the handling of border traffic, the Board required UP/SP to the extent possible to facilitate the operations between Texas and Mexico of the Brownsville and Rio Grande International Railroad.

11. Further Actions. Finally, the Board stated that it will hold a hearing on December 3, 1997, at which UP/SP will address the progress it has made in relieving the service problems on its lines, and on

whether any additional actions are necessary.

Surface Transportation Board News Release - 10/31/1997

KCS Secures New Intermodal Automotive Business

On Saturday, November 1, KCS initiated its first just-in-time (JIT) automotive business with new intermodal train service to handle General Motors automotive parts. KCS secured the new business from APL subsidiary APL Automotive Logistics, a logistics company that coordinates transportation and distribution processes for automotive manufacturers.

The new business originates in Chicago where it is transported by Illinois Central to Jackson, Mississippi. KCS then transports the traffic from Jackson to Dallas where it is taken to General Motors' facility in Arlington, Texas.

KCS Intermodal Business Unit Vice President Vaughn Short said KCS gained the new business because APL had confidence in its commitment to perform to the standards necessary for a JIT operation. "Because of our known intermodal capabilities and proven track record, APL knew they could trust us to handle this business. They wouldn't have given it to us unless they knew we could perform," said Short.

KCS/Norfolk Southern Collaborate on Rerouted Union Pacific Intermodal Trains

KCS began handling its first rerouted Union Pacific intermodal train on Monday, November 3. The rerouted Union Pacific trains originate in Chicago on the Norfolk Southern and are interchanged with KCS in Meridian, Mississippi. KCS then transports the trains into Dallas and

Beaumont where they are interchanged with the Union Pacific.

UP has indicated it will route two trains each day each direction: one train to and from Dallas, one train to and from Houston via Beaumont, Texas. The trains are expected to be temporarily rerouted until the end of the year.

Short said KCS and NS took a proactive position and worked together to develop an alternate service for shippers left abandoned after UP suspended its intermodal service into Texas.

Via KCS News - 11/4/1997

Implementation Update

October 31, 1997

Pennsylvania, Philadelphia Support Plan: The City and Commonwealth endorsed the proposed operation of Conrail by Norfolk Southern and CSX in statements filed with the Surface Transportation Board (STB) on October 21. Norfolk Southern, building a strong public-private partnership with Philadelphia and the Commonwealth of Pennsylvania, announced on October 22 that it will create a new economic development program to attract rail-served business to Philadelphia and across Pennsylvania.

In its STB statement, the Commonwealth of Pennsylvania said it supports the application because it will, among other things: (1) increase competition in the Philadelphia/South Jersey Shared Assets Area and in the Monongahela coal fields, (2) enhance competition between rail and truck throughout Pennsylvania, and (3) allow for construction, expansion or upgrading of repair shops, intermodal facilities, yards and other facilities.

The City of Philadelphia and the Philadelphia Industrial Development Corp. said the application strikes the proper balance between, on the one hand, restoring rail competition and maintaining the financial viability of the region's railroads, and, on the other, re-emphasizing Conrail's

commitment to a Philadelphia headquarters and to the future of Conrail's employees.

Other Northeastern entities endorsing the proposal included the Philadelphia Regional Port Authority, the South Jersey Port Corporation, the Delaware River Port Authority and the Port of Philadelphia and Camden, Inc.

More Favorable Comments Filed with STB: Bethlehem Steel Corporation, the nation's second-largest integrated steel producer, said the Conrail proposal would improve transit times, equipment utilization, rail service efficiencies and market penetration. Weirton Steel said approval by the STB would result in competition for shipments now moving by truck, greater flexibility and more efficient rail operations across the Conrail system.

The National Grain and Feed Association, representing 1,000 grain, feed and processing companies, said the plan would improve market access through single-line service and that shippers and carriers could benefit from efficiencies where competition is maintained. Cargill, Inc., a major shipper of agricultural commodities, also supported the application and offered several suggestions for consideration by the STB.

Boston and Maine Corporation, Springfield Terminal Railway Co. and Maine Central Railroad Co. said the proposal would provide their customers the opportunity to route traffic to either Norfolk Southern or CSX. The City of Cincinnati also filed a statement generally supportive of the application.

STB Hearing on Western Rail Service: The STB's October 27 hearing on UP's service problems served to direct national attention yet again to rail service and safety issues. Although focused on the West, some witnesses tried to relate UP's service problems to the Conrail control transaction. In response to a general question from STB Chairwoman Linda Morgan about UP's failure to anticipate service problems, Richard K. Davidson, chairman, president and CEO of UP, said, "Our biggest sin was haste." Norfolk Southern's commitment to move only with deliberate speed should offer a credible response.

Notable

Norfolk Southern has named a five-person staff charged with full-time responsibility for coordinating the implementation plan. Reporting directly to Chairman, President and CEO David R. Goode, the team is led by Vice President Nancy (N.S.) Fleischman and includes Don (D.J.) O'Brien, assistant vice president; Sarah (S.B.) Corey, director; Chris (C.W.) Bremus, manager; and Jane (J.S.) Montgomery, staff assistant. Also, in addition to continued involvement of the Strategic Planning and Law Departments, seven senior managers from Norfolk Southern's Operations Division and six senior managers from IT are assigned full-time to the process.

The Conrail transition effort at CSXT is led by Michael J. Ward, CSXT's executive vice president finance. He is assisted by Bob Haulter, assistant vice president, and approximately 20 other people from various CSXT departments working full-time on Conrail matters. CSXT is using a rigorous project management approach, developed and monitored with the aid of Ernst & Young. Monthly meetings between Norfolk Southern and CSXT Conrail implementation managers are intended to assure that planning efforts are closely coordinated where necessary and to resolve disputes between individual Norfolk Southern and CSXT implementation teams, when the teams cannot agree on important issues. For example, the October 28 meeting covered several Shared Assets Areas issues, implementation timing, and monitoring of Conrail interim operations.

Quotable

"Despite recent headline-making accidents, our industry as a whole has steadily improved its safety performance over the last two decades. I am concerned that the recent incidents will cause some to overlook the truly dramatic progress the entire industry has made... Safety is essential to our success and therefore is our first priority as we implement the Conrail transaction." - David R. Goode to financial analysts October 22. "Let me assure you that Norfolk Southern is committed to ensuring that the service disruptions in the

West will not replay in the East."

"We will make major plant investments - sidings, double-tracking, rail yards and shops - to increase capacity of the new Norfolk Southern. We recognize that service disruptions would be costly to us as well as our customers, and our focus is on avoiding any disruptions." - Stephen C. Tobias, executive vice president Operations, to financial analysts October 22.

Via Norfolk Southern Corporation
<http://www.nscorp.com/>

Annual Christmas Dinner

December 7, 1997

1 PM to 5 PM

Pizza Inn located at Gilbert Street (Route 1) and Williams Street next to Conrail.

The program this year will be presented by Bob Lehnen. Bob served as a volunteer during the 1997 Boy Scout Jamboree in Fort A.P. Hill, Virginia. Bob was part of the 25 counselors that assisted boy scouts earn the Railroad Merit Badge. BNSF, Amtrak, Operation Lifesaver and Kalmbach Publishing, along with other sponsors, assisted in the merit badge pavilion.



Norfolk Southern Begins Double-Stack Intermodal Service from Decatur, Ill.

NORFOLK, VA — Norfolk Southern Corporation, in cooperation with Pacific Rail Service, LLC (PacRail), today began the first double-stack intermodal service out of Decatur, Ill.

With this service, Norfolk Southern is providing direct service to the Eastern ports of Norfolk, Charleston, S.C., and Jacksonville, Fla., and connecting service to all West Coast ports and the eastern Canadian ports.

Routing for West Coast port service is over the Kansas City and Chicago gateways. Canadian service, through the Port of Montreal, moves over a Detroit interchange in conjunction with Canadian Pacific Railway's eastern subsidiary, the St. Lawrence & Hudson Railway.

The Decatur intermodal terminal, operated by PacRail, is open Monday through Friday, from 8 a.m. till 5 p.m., accepting containerized freight. Pacific Rail Services, with headquarters in Anaheim, Calif., and its affiliates operate more than 50 intermodal facilities in the United States and handle more than 6 million trailers and containers annually.

Norfolk Southern Corporation, Nov. 3, 1997 - <http://www.nscorp.com/>

(Editor: NS has opened the new container area north of the old car shop east of the Staley Viaduct. NS rebuilt some of the former car shop tracks. ADM and Staley are the big movers to get the facility opened. Prior to the Decatur service containers were trucked from Chicago or St. Louis to the companies facilities in Decatur.)

NS Responds to STB Directive

Norfolk, VA — Norfolk Southern Corporation today issued the following statement in response to the announcement by the Surface Transportation Board (STB) that it is extending its Conrail transaction timeline by 45 days in order to receive safety integration plans from NS and CSX Corporation:

"Norfolk Southern of course will provide a safety integration plan within the required time frame."

"Safety is a critical part of our transaction planning. Our primary focus is to prevent all accidents, to ensure that our employees' work environment is safe, that our trains move without incident through communities and countryside, and that the motoring and pedestrian publics are educated about grade crossing safety. We know that the STB shares our focus on rail safety, and we plan to work closely with the STB and its Environmental As-

essment section to assure that the Environmental Impact Statement reflects our mutual interests."

Norfolk Southern Corporation, Nov 3, 1997 <http://www.nscorp.com/>

Indiana News

By Bill Foster

Spotted one of AMAX's former Mt. Carmel GP38's (WG2) working on ISRR yesterday. 10/2

CP Rail has been picking up some spot scrap business going to GM's Power Train plant in Bedford. This augments the scrap military equip. and recycled products business traffic move now.

CP's 120/121 (XL) has been operating in daylight hours to the PSI plant at Fayette. They've been running with no less than 4 units, everything from GP38's to SD60's and up to 100 cars at a wack. Many times loads sit on the siding at Fayette, viewable from SR63, until PSI can make some room.

CSX has added a couple more coal drags to the line up on an as-needed basis. V502 has been bringing trains up from the B&O at Vincennes destined for the Cayuga generating station. The reporting marks on the aluminum cars are GROX and the coal is coming from a mine near Wheatland. The trains seem to be operating a couple times a week, using regular Evansville pool crews vs Danville.

T541 seems to be running every other day. I haven't been able to track it yet, but I think this train is coming from the same place, since it comes of the B&O as well. It runs to Merom, IN opposite T540 (Chinook-Merom). There is another train coming off the B&O going direct to INRD at Sullivan and CIPS at Newton. I believe the symbol is V520.

More new business has been chugging along off the Decatur Sub. (B&O) too. Grain train G487, same symbol both ways, has been operating from the EIRC connection at Metcalf to a processor in Tenn. It will go west one day, east the next.

CSX received 75 brand new, 9-97 build date, Trinity Industries covered hoppers from CR last weekend, but they didn't move until Tuesday. The CR folks weren't happy about the delay either. They are Cargill cars lettered CGEX and are working out of a pool assigned to Linden, IN.

CR has changed train schedules some what, with both STBN and BNST (Hot Chrysler Parts) operating during daylight hours. They have also been running some "specials" off the UP with all of 15 high cubes going east.

For you Danville secondary fans, INHI runs every other day Mon. Wed. Fri. HIIN runs the next day; IN DAYLIGHT. INFW does the local, Terre Haute set out work on the odd days and on Sunday WSPA20 comes over from Paris to get what's needed when needed.

Champaign News

By Bruce Bird

Things had become quite predictable (and black) on the IC throughout the summer and fall months when BAM- interesting things started to happen. The first surprise came when the NORX coal train has apparently made it's way back onto the IC. I don't know if the IC has taken the train back from the UP or if this is one of UP's ideas to relieve their now-famous congestion. The eye-opener on these trains is that they have initially been running with South Shore GP38-2s! Two sets of 3 have been seen on a regular basis lugging coal north.

Within a couple of weeks another surprise started showing up: leased NREX units. They are a mix of former CSX rebuilt chop-nose GP7s and 9s! Sometimes they will be paired up with the South Shore units on the coal train providing for a very non-black power set. Word is also out that IC has been trading SD20s to locomotive dealers in exchange for any SD40-2s they can find. These units in addition to the former BN units will be going through a rebuild program to bring them up to an "SD40-3" designation. They will be re-numbered into the new 6200 class as well, creating a whole new class of locos on the IC.

In regards to the UP's problems, there is a joke going around the internet discussion groups:

" Did you hear about the UP Trainmaster in Houston who got fed up with the long hours, stress and decided to end it all? He walked out of his office and laid down on the mainline. Three days later he got up and went home. "

GE Downfall?

As some of you may know my father-in-law is a mechanical engineer who worked for many years at EMD. During their downsizing in the late 80's he took early retirement (along with almost all of the engineers who had guided EMD through their dominant years) and went to work for MK. After a few years in Boise developing their switcher locomotive his former boss

at EMD succeeded in luring him to Erie to work for GE. There he joined quite a few EMD retirees in working on their AC traction locomotives and also a new conversion upgrade kit for older Russian-built locomotives for Eastern European countries. Early this summer his former boss was 'downsized' for a 25 year old female straight out of business school. My father-in-law also saw other older (experienced?) engineers being pushed out by younger, cheaper help. He turned in his resignation and has returned to the Chicago area.

He related to me during our last visit that the scenario was very similar to what he had gone through with EMD almost 10 years earlier. Similar to the fact that the sudden reduction of people with experience in designing and building locomotives has resulted in several big problems with GE products. They are still having problems with their software on the 6000 HP AC units and the new engine for those units has what most of the old EMD heads consider a major flaw in it's basic design. Will we see a similar precipitous decline in the favor of GE products from the railroads like what happened to knock EMD off the top perch? Only time will tell.

Triple Crown Begins Service Between Detroit And Harrisburg

Fort Wayne, Indiana, October 10, 1997 — Triple Crown Services Company, a joint venture of subsidiaries of Norfolk Southern Corporation and Conrail, recently began direct service between Detroit and Harrisburg. This new service, launched September 22, runs four days per week between the two cities.

Trains operated by Norfolk Southern and Conrail for Triple Crown Services use only RoadRailer trailers, which are equipped with air-ride running gear for operation over both rails and highways. To accommodate the expansion, Triple Crown Ser-

vices has invested \$13 million for 400 additional intermodal RoadRailer trailers and related equipment.

Triple Crown Services first provided door-to-door truckload service in 1986, transporting auto parts between Detroit and St. Louis. Today, in addition to Detroit and Harrisburg, the Triple Crown Services network of terminals includes Atlanta, Chicago, Crestline, Ohio, Dallas/Ft. Worth, Detroit, Fort Wayne, Indiana, Jacksonville, Kansas City, Newark, New Jersey, Rochester, New York, St. Louis and Toronto.

CONRAIL <ellen.braid@conrail.com>

Construction Projects

Seems like every contractor is wanting to get finished before winter. We have really been busy with projects in Ohio and Indiana. A few in Illinois sneak in to gum up the works.

Norfolk Southern

In Lafayette all spans of the new bridge over Route 52 are in place. About 75 percent of the fill is complete with work continuing near Route 25. The contractor hopes to pour the concrete deck on the new bridges in the early part of the month and have most of the work completed before cold weather. Painting and finish work will be completed next year.

The Route 25 project is progressing with roadway excavation. The east abutments are complete and the contractor is constructing the piers. We have completed review of the bridge shop drawings and fabrication will start in Vincennes soon. Steel is scheduled to be set next summer after roadway work is complete.

Other projects included completing I-270 work at Mitchell and St. Thomas, Illinois, pouring deck on the Stanford Avenue bridge in Springfield, completing the Route 35 bridge in Logansport and completing phase one on the bridge east of Michigan City, Indiana. We have also completed

plans for the timber bridge removal in southern Illinois. Upcoming work this winter will be a new project near Mexico, Missouri, a new underpass project in Toledo, Ohio, review of preliminary construction plans for Detroit Avenue in Cleveland and getting ready for a new project in Wheeler, Indiana that will be let this winter.

Our biggest project is just starting, survey, right of way and design of 20 miles of new track for NS in Attica and Marshfield, Indiana; Catlin and Sloan, Illinois and Brunswick, Missouri. Survey work will start the last week of October with all plans to be completed for construction by next summer. At Catlin and Brunswick a siding will be connected to a long double track section. Both locations will have powered No. 20 crossovers in the middle for bi-directional running. This project will keep at least 4 of our people busy full time for the next 12 months.

Conrail

As usual, the Conrail business is heavy. We still have the majority of work in Ohio with several bridges still under construction. Some projects in the Cleveland area will complete phase I this year and start the other phase next year. For the last 3 months we have had 3 people full time in Ohio and this month we will add one from our sister office in Cleveland.

CSX

We have completed the culvert project for the siding extension at Vincennes, Indiana (extension of Alice siding). Grading is nearly complete and the precast culvert should be delivered in the middle of November. CSX plans to take a track outage on November 17 to remove the existing 24 foot span and install the culvert under the main line and new siding. The new siding won't go into service until after the first of the year - waiting on the signal department.

At Harwood, north of Evansville, we have completed design of the new 40 foot span bridge over Wimberg Road. CSX has let the contract for the bridge as most of the embankment for the siding extension is complete. All work must be completed by December 1.

With the addition of the siding project I now have about 42 projects going in various stages of work. Many will slow to a crawl in the next few months - thus the NS project will keep us going through the winter. During October and November 2/3 of our staff will be working on railroad projects. As you can see, I don't have much time for the newsletter as in past years. Please bare with me.....

Rick

Amtrak Introduces new fall schedules

Changes effective Oct. 26

Washington-- Amtrak will introduce a new train service schedule for its national rail passenger system on October 26, 1997. The new schedule becomes effective with the change from daylight savings to standard time occurring in most areas of the country.

On Amtrak's new schedule the last Metroliner departures from Washington and New York will be later in the day. In the Northeast Corridor, the schedule also provides an additional NortheastDirect round-trip between New York and Washington on Sundays, an added stop at Cornwells Heights on Pennsylvania's *Keystone/Clockers* trains, a 10th weekday round-trip between New York and Albany on the Empire Service trains and a new schedule for the New York-Rutland, Vt., *Ethan Allen Express* to provide skiers with an after-work departure to the Vermont slopes.

The schedule for Amtrak's long-distance intercity and Midwest corridor trains includes a change in the eastbound departure of the *Lake Shore Limited* from Chicago to New York and Boston which will leave Chicago at 8:15 pm. instead of 6:00p.m. In Michigan, service by the eastbound *Wolverine* will terminate in Detroit instead of Pontiac, Mich., and service provided by the westbound *Twilight Limited* will originate in Detroit instead of

Pontiac. In Illinois and Missouri, the Chicago-St. Louis, Chicago-Quincy, Ill., Chicago-Carbondale, Ill., and St. Louis-Kansas City corridors will become all-reserved services.

Among other changes, the *California Zephyr* will originate and terminate in Emeryville, Calif., instead of Oakland. Amtrak Thruway Motorcoach Service currently operates between Emeryville and San Francisco. A Thruway Motorcoach will begin carrying passengers the five miles between the Oakland and Emeryville stations. Connections between the *California Zephyr* and the *Coast Starlight* will continue to be made in Emeryville.

Also in California, the *San Diegans* will offer two additional round-trips daily for a total of 10 round-trip trains between Los Angeles and San Diego offering customers nearly hourly service during peak morning and evening travel periods. Four of the ten trains operate north of Los Angeles to Santa Barbara, one of which extends to San Luis Obispo. The addition of these state supported trains have resulted in departure time changes to many San Diegan trains that go into effect on October 26.

In addition to the schedule changes beginning October 26, Amtrak is now accepting reservations for a fourth day of service weekly along the Chicago-San Antonio-Los Angeles routes of the *Texas Eagle* and *Sunset Limited*, effective February 6, 1998

Via Amtrak News Release - Amtrak Home Page <http://www.amtrak.com>

1998 Dues

In this issue you will find the renewal notice for 1998 dues for the NRHS and the chapter. Please return the form with your check to Treasurer Cooke as soon as possible to avoid losing your membership. Dues are final on March 1, 1998. Join us for another year of railroading.

The book is a continuation of the one from last year covering bigger C&EI steam locomotives. The writing is Ray Curl's, deceased founding member of the C&EI HS and longtime friend. This book is a must for C&EI fans. Ray would be proud of Bob's efforts.

CHICAGO'S WONDERFUL WORLD OF TRAINS SHOW as scheduled for November 28-30 at Navy Pier. Sponsored by All Aboard Productions of Schaumburg and the National Railroad Museum of Green Bay, the show has been canceled for this year and is being rescheduled for next year, in late October or early November. We will keep you posted.

WORLD'S LARGEST MODEL RAILROAD opens in New Jersey. The \$9 million project covers 16 acres and is located in Flemington. The 52,000 square foot layout has eight miles of track, runs some 125 trains, features mountains that are three and one-half stories tall, 40 foot long bridges, villages, cities, and unbelievable detail. Also features is a doll museum and 94 room doll house. Coming is an outdoor model railroad that will measure three-quarters the size of a regular railroad. Northlandz is open every day, 10-6 and is \$12.75 for adults, \$8.75 for children. For directions call 908-782-4022

UNION PACIFIC SNOW PLOW - For the first time in decades, a rotary snow plow was used on the portion of the Kansas Pacific line between Denver and Oakley, Kansas. On October 27 a four-man crew took rotary plow 900082 and started east from Denver to Limon, Colorado, clearing snow up to five feet deep. By Wednesday the plow reached the town of Oakly and was moving 10 foot drifts off the line, freeing up a stranded empty coal train near Sharon Springs, Kansas.

TRAINS UNLIMITED is on the History Channel each Monday night at 9:00 PM, CST. The one hour show has covered wrecks, high speed trains, the Santa Fe Railroad and major railroad engineering projects. It is well worth watching - especially for us railfans.

Postal Service to launch traveling rail museum

What the United States Postal Service calls the Rail Car Museum Road Show will compliment 10 sets of commemorative stamps being developed in honor of each of the 10 decades of the 20th century. Each sheet will contain 15 stamps, and each stamp will depict historically significant subject matter from that decade. Starting in January 1998 with the stamp sheet honoring the years 1900-1909; one stamp sheet will be unveiled every 15 months. USPS will introduce each stamp at a location appropriate to its subject. Over the 2-year period, 150 stamps will be unveiled.

The Rail Car Museum Road Show pro-

gram is a community outreach program designed to create awareness of historical events of the 20th century. The goal is to promote stamp collecting, improve local relationships with the Postal Service, and to create an interest in the history and future of railroading.

Preliminary plans include operation from March 1998 through February 2000 at from 40 to 80 locations. Criteria for selection of locations will be accessibility for the rail cars, condition of the station, tie-in with a featured stamp, and recommendation of local Postmaster(s). The Rail Car Museum Road Show will stay at each location from four days to one week.

As a partner, the U.S. Department of Education will distribute educational materials to schools which will feature historical events of the 20th century. These materials will be designed to compliment current history programs of grades 3, 4, 5, and 6.

The railroad cars will contain displays complementing this program.

Amtrak as a partner will host the cars at most locations. USPS will work with Amtrak in some equipment choices, site location decisions, and the logistics of transporting the cars from location to location. A third partner, Microsoft, will assist the Postal Service in developing the car interiors with interactive computer displays.

Planned are one retrofitted Amfleet car plus one or two historically accurate private cars. A Railway Post Office car will be considered if an acceptable example can be located. The Amfleet car will be the modern portion of the display, containing interactive computer equipment and other displays. The private car(s) will be the historic portion of the display and will be open for public tours. They will also be used to display stamp collecting products, as meeting space for Postal Service and business partners, and possibly for receptions for community leaders and business associates of the Postal Service.

Among the groups targeted for participation in this event are local Postmasters and staff, USPS employees and their families, school groups (especially grades 3-6), and business groups. Special events will be targeted to families in the area and advertised through local media.

Via TRAINS On-Line 10/15/1997

NRHS/Steamtown Railcamp 98

An idea has been raised to hold a "rail camp" at Steamtown for getting young Americans interested in rail preservation. At this time input is being solicited by the NRHS. The program would take about 20 to 40 teenagers from across the country and give them rail preservation at the facility. The officials of Steamtown and the University of Scranton are interested in the program and have, along with the NRHS, started a feasibility study to determine if there is an interest. Let us know what you think of the idea. Any candidates?